NEW-YORK, THURSDAY, SEPTEMBER 12, 1895.-FOURTEEN PAGES.

FURTHER DEMANDS ON NICARAGUA AP-

PARENTLY DROPPED. THE IS DISTRIBUTING THE SMART MONEY EX-

ACTED BY THE SEIZURE OF CORINTO, AND IS NOT LIKELY TO PROVOKE A CONTRO-VERSY WITH THIS COUNTRY OVER

THE QUESTION OF ARBITRATION.

Washington, Sept. 11 .- In dispatches to the Department of State, dated August 23 and 24, Consul O'Hara, of San Juan del Norte, Nicaragua, announces the distribution of the indemnity of f15,000 paid by the Government of Nicaragua in response to the British demand for damages because of the Bluefields affair. The amounts received by individuals range from \$100 to \$4,500, the British vice-consul, Edwin Hatch, receiving the latter amount.

As the original British demand was for f15,000 smart money, to be paid for the insult to the British flag in the person of Vice-Consul Hatch, and left the question of damages to Hatch and other British subjects in their private capacity for further arbitration, this dispatch would seem to indicate that the British Government had abandoned its original intention of pressing further claims and was willing to rest content with the payment of the f15,000.

TERM'S OF THE ULTIMATUM.

In the British ultimatum, which was dated February 26, 1895, and was handed to Don Modesto Barries, the special envoy of Nicaragua sent to Lenden to adjust the matter, Lord Kimberley, the British Foreign Secretary at that time, said: With regard to the conduct of Mr. Hatch, Her Majesty's Government is satisfied, from the reports of Her Majesty's naval officers, that it was perfect-by correct during the time that he acted as British

Lord Kimberley then enumerated other British subjects, who he said were arrested and exiled without just cause in the Mosquito Reserve troubles, and said in regard to these cases:

less, and said in regard to these classes.

I have only, to request that you will, without delay, inform the Nicaraguan Government that Her Majesty's Government cannot admit that any adequate and reliable evidence has been produced to justify the arbitrary and violent action taken egainst the Queen's subjects. They hold the Nicaraguan Government responsible for these proceedings and they must require them to pay the sum of its.000 on account of their action in arresting, imprisoning and expelling those British subjects, and to agree to the constitution of a commission to assess the losses sustained by them in their propof to agree to the constitution of a commission to sess the losses sustained by them in their property or goods in the Reserve, owing to the action the Nicaraguan authorities, such commission to ecomposed of a British representative, a Nicaguan representative and a jurist, not a citizen of my American State, to be selected by agreement wieween the Nicaraguan Government and the overnment of Her Majesty, and failing such agreement, by the President of the Swiss Republic.

It will be remembered that the publication of this ultimatum in the dispatches of the United Press on March 27, exclusively, elicited a storm of comment and some attempts at explanation. It was said in a semi-official manner from the British Legation that the term "American State" as used by Lord Kimberley was intended to apply to the South and Central American States and was not designed to exclude the United States or to reflect in any way upon this country. CONTENT WITH WHAT SHE HAS GOT.

When a British fleet, under Admiral Stephenson, seized the Nicaraguan port of Corinto on Saturday, April 27, 1895, to secure payment of the f15,000 smart money demanded, there was considerable discussion as to what the demand for other damages would be, especially as the British Government had included in its ultimatum a demand for a further sum of 1500 for compensation for some British engineer detained against his will by the Nicaraguan Government (which demand seems to have been incontinently dropped). When Nicaragua, by the friendly intervention of the neighboring State of Salvador, was enabled to guarantee the payment of the fi5,000 the British fleet sailed away without mak-

ing further demands. No efforts, so far as can be ascentiated assess to have been made to establish a commission to assess additional damages. The clear inference, therefore, seems to be, from such portions of the report of Consul O'Hara as the State Department has allowed to leak out, that Great Britain has rested content with the \$15,000 and has no intention of provoking a controversy with the United States over the question whether the sentence in its ultimatum excluding from the ar-bitration board "a citizen of any American entende in its ultimatum excluding from the arbitration board "a citizen of any American State" was intended to apply to the United States. If Consul O'Hara has expressed any opinion on this matter, the State Department has not made it public, and the general impression is that the Nicaraguan incident has been closed by the first payment of £15,000.

A SCRAMBLE FOR CONCESSIONS.

Other portions of Consul O'Hara's report given but by the Department relate to some apparent scramble among Americans for concessions. The Consul says, on the authority of one of the local newspapers, that the Nicaraguan Government has granted a concession to J. Lasche, reprehas granted a concession to J. Basche, repeating the South Dakota and Central American Trading Company, of South Dakote, for 25,000 hectares of land at any point on the Atlantic coast of Nicaragua in alternate lots. In return the company is to provide a steamer to ply between San Juan del Norte and Cape Gracias a Dios, calling at intermediate ports. Consul

O'Hara adds:

It is said that Lasche is now in the United States endeavoring to interest capitalists in his project. He has been given six months within which to deposit \$10,000 as an evidence of good faith. About half way between here and Bluefields there is a natural harbor under the lee of Monkey Point, and it is an excellent place of refuge for vessels of the deepest draught when the wind is from either the north or east. At comparatively small cost a harbor could be made at that point not only affording complete shelter to vessels with the wind from any quarter, but permitting them to land their cargoes without the aid of lighters and large enough to thus secont the same time. The Rama is but a few miles south of there, and the lands along the river are rich end well adapted to the cultivation of bananas and other tropical crops. It is believed to be part of these scheme to improve this harbor, establish a town at Monkey Point, build a railway to the Rama River, and, after selling lands along the river, put a steamer on the river to carry bananas and other productions to the railway, on which they would then be transported to Monkey Point.

Consul O'Hara states, however, that Thomas

Consul O'Hara states, however, that Thomas F. Drew and other Americans are negotiating with the Government of Nicaragua for the privi-lege of improving Monkey Point.

FRANK WORK ARRESTED.

HE RAN INTO A BICYCLE AND WAS ACCUSED OF FAST DRIVING-THE COMPLAINT WITHDRAWN. Frank Work, of No. 13 West Twenty-sixth-st., was arrested last night on a charge of reckless The complainant was James A. Collins, of No. 586 Ninth-ave., who said that Mr. Work was driving fast and ran into his bleycle and wrecked it. The accused driver was arrested by Policeman McNully, of the Park Police, and taken to the Arsenal, where Collins withdrew the complaint and Work was discharged.

TELEGRAPHIC NOTES.

Ironton, Ohio, Sept. 11.—The report of the examiners filed with Probate Judge Russell vesterday Blaces Treasurer Clay's shortage at \$14,378.55. In a supplemental report the examiners give as their opinion that the amount will be higher, probably \$25.000.

Seattle Wash, Sept. 11.—The palatial home of P. C. Henry, the millionaire contractor, who built the major part of the Great Northern road, was destroyed by fire this morning. The house cost \$100,000. The fire caught from an electric wire.

Laporte, Ind., Sept. II.—The family of Charles F. Krueger—father, mother and six children, ranging in age from six to twenty years—were poisoned about a year ago by eating diseased pork, and despite the heat medical skill one followed the other to the grave, the last surviving child, Heien, aged six Years, dying last night. The physicians pronounced their disease trichinosis.

Buffalo, Sept 11.—An attempt was made early this morning to burn the big starch works of Gifbert S. Graves. An alarm was given before the fire had gained much headway, and the damage will not exceed \$2.000. Emil Beither, a seventeen-year-oid employe, who gave the first alarm, was arrested, and confessed, saying that he was compelled to work day and night, and tried to burn the works so that he might lose his job.

ENGLAND SEEMS SATISFIED. KILLED IN A RAILWAY WRECK THIS COUNTY MUST PAY UP. FASTEST IN THE WORLD. MOBBED IN BRYANT PARK AWARDED TO THE DEFENDER

FIVE PERSONS LOSE THEIR LIVES.

A DOZEN MORE BADLY HURT-A DISASTER ON THE GREAT NORTHERN CAUSED BY SOME ONE'S BLUNDER

Alexandria, Minn., Sept. 11.—Five persons were killed and a dozen injured this morning in a collision between passenger trains on the Great Northern Railroad, near Melby, a flag station between Ashton and Evansville. Somebody blundered. The eastbound passenger train, while running at comparatively high rate of speed, met the coastgines and several cars. The victims are as follows: KILLED.

EMERSON, J. K., engineer, eastbound train, HAINES, Ira S., engineer, coastbound train, JOHNSON, E. T., mail clerk, eastbound train, KERSHAW, W. H., express messenger, eastbound THIEBODO, James S., fireman, eastbound train.

The injured were Wesley C. Rotert, brakeman, hand hurt; Frederick Burgoyne, brakeman, arm broken and leg scalded; S. D. Betzner, express messenger, leg broken and eyes injured; George Willfams, mail clerk, seriously injured internally; J. O.

senger, leg broken and eyes injured; George Williams, mail clerk, seriously injured internally; J. O. Rozenquist, mail clerk, injured in back, not seriously; Frank M. Curtis, Mason, Wis., arm, leg and face injured, not seriously; Miss Margaret Ailison, Mason, Wis., badly cut and bruised and back injured; Maurice O'Connor, St. Paul, mail clerk, head and limbs injured; Christopher Baglow, Fergus Fails, internally and limbs injured; H. H. Mohr, San Francisco, head and hands injured; Stephen Martin, Streator, Ill., head and limb cut; Mrs. John Russell, Duluth, on her way to Rugby, N. D., bruised and shocked, had with her four children. All the dead were residents of St. Paul.

The point where the accident occurred is at the top of Pelican Hill. Originally the siding here was put in so that trains could be taken over the hill in sections, but lately the grade has been so reduced that the practice has ceased. The trains are due to pass each other at Ashby at 1.25, but the train from the east was evidently behind time.

It is marvellous that the death list is so small, as both engines and the mail and baggage cars which followed are complete weeks. To-night the accident is said to be the result of train No. 3 passing its meeting point, which was fixed at Melby by special train order.

IN COLLISION ON THE DELAWARE.

THE TUG WILLIAM M'AVOY SUNK-HER BOILER EXPLODES, BADLY INJURING THE FIREMAN. Philadelphia, Sept. 10 .- The tug William McAvoy, wned in this city, was run into and sunk in th Delaware River by the tug Lightning owned by the American Dredging Company, this morning. A few minutes after the collision the botler of the McAvoy exploded, badly scalding James Magee, the fireman. At the time of the collision both boats were headed up stream, and it is said that the McAvoy attempted to cross the bow of the Light-ning. The McAvoy was struck amidships, and immediately toppied over, filling and sinking in a few minutes. The crew jumped from the boat as she sank, and were afterward picked up by the tug White in an exhausted condition. The accident occurred in about fifteen feet of water, and nothing of the McAvoy is visible except the smokestack.

THE WILLIMANTIC SCANDALS.

STATE ATTORNEY HUNTER TO EXAMINE THE NATCHAUG SILK COMPANY'S BOOKS.

Willimantic, Conn., Sept. 11 .- State Attorney John L. Hunter made application to the Superior Court in Windham County to-day for an order to examine the books and papers of the Natchaug Silk Company. His application contained the assertion that the stockholders of the company had reason to believe that certain crimes had been committed by the officers and employes of the company, which the books would disclose. Judge Wheeler ordered James E. Hayden, receiver of the company, to allow Mr. Hunter and his agents to have full access to all books and papers of the company, and also to disclose to the State-Attorney any information he might have as to the commission of any crime

by the officers and employes of the company.

When the expert accountant finished his examination of the books of this company some time ago. tion of the books of this company some time ago, it is alleged, he gave the receiver to understand that he had found evidence which would incriminate persons connected with the office. Fred Barrows was bookkeeper for the concern and J. D. Chaffee president. After the death of O. H. P. Risley, and when the affairs of the First National Bank were found in such a condition as to warrant the closing of its doors, the prevailing opinion was that a great deal of the bank's money had gone into the Natchaug Silk Company.

ON BRANDYWINE BATTLEFIELD.

MONUMENTS TO THE MEMORY OF LAFAYETTE AND COLONEL M'CLELLAND UNVEILED.

West Chester, Penn., Sept. 11 .- One hundred and eighteen years ago to-day the British won a hollow victory over the raw levies of Washington at the Battle of Brandywine, and to-day Chester County commemorated the gallant fight made by one is in memory of General Lafayette, who shed one is in memory of General Larayette, who shed his first blood for American liberty here, and the other for Colonel Joseph McCleiland, a Chester County man, who fought in the battle. The two monuments stand on the battlefeld within a half mile of each other. About 8,000 persons witnessed the ceremonles to-day. Orations were delivered by Charlton T. Lewis, of New-York, and Colonel Joseph McCleiland Bell, of Milwaukee.

A KANSAS SWINDLER CAUGHT HERE, MEADE STOLE \$30,000 IN ATCHISON THREE

YEARS AGO.

R. C. Meade, a former insurance agent of Atchion, Kan, who disappeared three years ago with \$30,000, the interest on mortgages held by widows and orphans of that city, was located in New-York vesterday, and was arrested by Central Office Detectives Dolan and Haughey, at the request of M. S. Larken, Sheriff of Atchison. The officers found Meade in the office of Funk & Wagnalls, publishers, of No. 50 Lafayette Place. He had been in the employ of the firm for the last nine months, and not knowing his record they had employed him as one of their collectors. To Funk & Wagnalis he was known by the name of Mitchell, but he was readily identified by the detectives from a photograph sent on by Sheriff Larkin, and was sent to Police Head quarters to await requisition papers. He gave his age as forty-five years, and his address as No. 363 Lenox-ave.

Meade was a city counsellor in Atchison, and a church official. He was the agent for Kansas and Missouri of the Traders' Insurance Company, of Chicago, and was also a local agent for the Etna, Chicago, and was also a local agent for the Etna, North British Mercantile, Home, Phoenix and Royal Insurance companies. He was highly respected in the city, and was trusted by hundreds of people to place mortgages for them and handle the husiness connected with them.

In 1892, however, he suddenly disappeared with another man's wife and all the interest money he could lay his hands on. The total amount was said to be \$30,000. Meade admitted his identity and the swindle when arrested yesterday.

CHARLES H. NELSON PLEADS GUILTY. Augusta, Me., Sept. 11.-Charles H. Nelson, the well-known horseman, owner of the stallion Nelson, was charged in the Superior Court to-day with as

saulting Dr. L. G. Bunker, of Waterville, last May with a revolver. He pleaded guilty. Sentence will be imposed on Saturday.

MAY ADVANCE WAGES IN OCTOBER. Pittsburg, Sept. 11.-The conference between Secretary Jarrett, of the Iron and Steel Sheet Manu facturers' Association, and President Garland, of the Amalgamated Association of Iron and Steel Work-ers, was held this morning. No change in the wages of the sheetmill workers for September and wages of the sheetmill workers for September and October will be made. It had been expected that the average seiling prices for July and August would justify an advance of at least 2 per cent on the wage schedule. Wages will be substantially advanced in October if present prices are maintained for sixty days preceding the time for settlement. This afternoon President Garland started for Youngstown, Ohlo, to confer with the Mahoning and Shenango Valley manufacturers on the puddling wage scale.

EX-CONGRESSMAN M'SPANE ARRESTED.

Chicago, Sept. 11.-Ex-Congressman John A. Mc-Shane, of Omaha, and F. H. Culver, an attorney, of this city, have been arrested on warrants secured by G. E. Bartlett, of the firm of Bartlett & Roach charged with fraud in a real estate deal. charges include fraudulent transfers of property, and the amount said to have been unlawfully secured to placed at \$65,050. McShane and Culver were released on \$1,000 ball. Mr. McShane denies all connection with the transaction, and declares he will bring suit for false imprisonment. A warrant is also out for E. J. Scannell, McShane's partner in Omaha, but it has not yet been served.

VICTORY FOR THE STATE COMMISSIONERS | REMARKABLE TIME ON THE NEW-YORK

IN LUNACY.

THE GENERAL TERM HOLDS THAT NEW-YORK MUST CONTRIBUTE ITS QUOTA FOR THE SUP-PORT OF THE STATE'S INSANE-\$1,400,000

THE AMOUNT INVOLVED.

[BY TELEGRAPH TO THE TRIBUNE.] Albany, Sept. 11 .- The State Commissioners in Lunacy were in a happy frame of mind to-day, for they received the intelligence that the General Term which convened in Saratoga yesterday had handed down a decision favoring their contention that the County of New-York should pay its quota of back State taxes for the care of the insane, which amounts to \$1,400,000. After the State Care act had been passed, a demand was made upon New-York County for its share of the tax, but that county refused it. Its claim was that it supported its own insane and that it ought not to pay an additional tax levied under the State Care act. The Attorney-General, at the request of the Lunacy Commission, began an action to recover the tax for the first year, which amounted to over \$716,000. The action was brought in the nature of a mandamus, which was granted at Special

An appeal was then taken to the General Term, which at Saratoga yesterday decided that the decision of the Special Term should be affirmed and that the judgment should be amended by striking out some interest on the amount claimed by the State. This is practically an affirmation of the judgment and a victory for the State.

It is said that an agreement has been reached between the Controller and the Corporation Counsel of New-York by which the decision of the General Term will settle the matter, in which case New-York will now have to pay its share of the State Care tax from 1893 to the present time This amounts to \$1,400,000.

TRIES SUICIDE IN A CELL.

A HEADQUARTERS PRISONER ATTEMPTS TO KILL HIMSELF WITH

BROKEN GLASS.

HE HAD BEEN ARRESTED FOR COMPLICITY IS THE ROBBERY OF HIS EMPLOYERS, THE POTTIER & STYMUS COMPANY, IN

MARCH LAST - THE FIRM LOST \$2,000.

George W. Wolf, a bookkeeper employed by the Pottier & Stymus Company, furniture dealers, of No. 375 Lexington-ave., was arrested yesterday by central office detectives at Eighty-fourth-st. and Third-ave., on a charge of stealing \$2,600 from his employers in March last. A few hours later he made a full confession to Acting Captain O'Brien and implicated Edward A. Davies, of No. 1,713 Madison-ave., a fellow clerk.

Pottier & Stymus were robbed on March 11, last under exceptionally daring circumstances. March 11 was payday at the firm's offices, and in the morning the head bookkeeper, George Carpenter, went to the bank and drew \$2,600. He put the money into a satchel, and returning to the office deposited it in the safe. Carpenter was called downstairs to the salesroom on some business and remained there for nearly half an hour. On his return he met Wolf, who acted as his assistant "I am going to lunch," remarker Wolf. Carpen ter laughingly remarked that it was rather early for that, but offered no objection, and Wolf left

When the safe was opened a short time afterward the satchel containing the money could not be A search was made, and the empty bag was found in a closet. Suspicion at once fell upon Wolf. He was traced from one city to another, and finally it was learned that he had returned to New-York. He was at once arrested, and was taken to Police Headquarters, where in a few minutes Captain O'Brien learned from him the whole story of the robbery. Wolf said that he was tempted to commit it by Edward A. Davies, a

printer, who was employed with him in March last in Pottler & Stymus's office as a clerk.

Detectives were sent out, and Davies was arrested. At \$3.90, an hour after Davies was locked up. Doorman Breeden, while making a round of the cells, thought he heard a smothered moan coming from Davies's room. When he called to the prisoner, Davies did not move, and on opening the door Breeden found him lying, half conscious, in a pool of blood.

The Railfoad Engineer, Professor P. P. Davies of Chauncey M. Depew's secretaries; Jacob Amos, Mayor of Syracuse, and Julian Ralph.

THE START FROM THE GRAND CENTRAL.

The train pulled out of the Grand Central Station at thirty seconds after 5:40 a. m. yesterday.

blood.

He had broken the glass of his watch, and with one of the pleces had cut open the veins in both of his wrists. Afterward, when he found it difficult to make the blood flow freely, he had taken a piece of tin from a package of tobacco he had a his pocket, and had tried to rorce the gashes more widely open.

widely open.

An ambulance call was sent in, and in a few minutes Davies, with his wounds securely bound up, was on his way to Bellevue Hospital in the custody of a detective. He will recover, but he is not likely to be able to appear in court for several days.

A POLICEMAN KILLED IN HIS HOME.

HIS REVOLVER WAS DISCHARGED IN HIS POCKE WHILE HE WAS PUTTING ON HIS UNIFORM.

Policeman Cornelius Suilivan, of the Elizabeth st. station, accidentally shot and killed himsel with his revolver while dressing to go on duty last night. Sullivan lives with his mother and younge brother on the top floor of No. 349 East Sixtleth-st It was his day at home yesterday, and after sleep ing during the afternoon he got up at 4:30 to put of his uniform and go down to the station. Sullivar was talking to his brother-in-law, Charles O'Connor of No. 1,147 Second-ave., and was putting on his trousers when the revolver in his hip pocket became entangled with his suspenders. In straight ening out the tangle Sullivan in some manne got the pistol turned upside down and pulled the trigger. The revolver went off, and Sul the trigger. The revolver went off, and Sullivan fell back with a bail in his forehead. O'Connor ran out and got Dr. Weblenheim, who lives across the street from the Sullivans' home, to attend the wounded man. Sullivan died an hour after the accident. He had been on the force only three years, and had served the greater part of that time with the East Si ty-seventh-st, squad. Four weeks ago, in a general transfer of patrolmen, he was sent to do duty in Elizabeth-st.

The dead man's father, Danlel Sullivan, also met with a violent death. When the Third-ave cable road was being constructed he was crushed between two horsecars.

COKE WORKERS THREATEN TO STRIKE.

Uniontown, Penn., Sept. 11.-The coke worker, held numerous meetings last night, and reports re ceived to-day indicate that the strike movemen is rapidly gaining a foothold throughout the region The fact that the new Atlas Company has granted the demand for the 11 per cent advance convince the cokers that the other companies can also pay the increase. The employes of the Stewart (pany will lay down their tools unless the demand is granted by the company. One of the labor leaders is authority for the statement that the southern end of the union is well organized, and that the men will go on strike Monday next. Another delegate convention will be held in Scott-dale Monday to formulate plans for conducting the strike.

UNUSUAL FLOODS IN KANSAS.

Fredonia, Kan., Sept. 11.-Every railroad in this vicinity is waterbound, and not a train has passed through this city since Monday night. The Kansas Pacific passenger train from the north has b here since Monday morning, and, like the Santa Fe, is unable to go either North or South. One train reached here last evening on the "Frisco, but cannot proceed further. The water in Fall River is about at a standstill, and is eight feet deep over the water company's engines. The Verdigri River, eight miles north, is in places four miles wide, and nearly two feet higher than has been known for thirty years, and in places is three feet deep over the Santa Fe and Pacific tracks. Little can be done until the water subsides, though no rain has failen during the last twenty-four hours, and the weather is clear.

COTTON BROKERS WIN A SUIT.

Boston, Sept. 11 .- In the Supreme Court to-day the jury returned a verdict for the plaintiff for \$8,000 commission in the case of S. Munn. Son & Co., of New-York, cotton brokers, against Fisher, of this city. The defence asserted that the bargain between them, the parties to the suit, was a gambling contract, but the Court ruled that, as there was no evidence to show that de-liveries were not to be made, the decision should be in favor of the plaintiff.

CENTRAL RAILROAD.

THE EMPIRE STATE EXPRESS FLIES THROUGH THE STATE FROM HERE TO EAST BUFFALO, 4364 MILES. IN 407 MINUTES-THE BRIT-

> ISH RECORD RECENTLY MADE BE-TWEEN LONDON AND ABER-

DEEN, KNOCKED OUT. A special train, running from this city to Buffalo to break all previous records by rail, was of the New-York Central and Hudson River Rallroad yesterday. At nearly every station of the railroad there was a crowd of people waiting to see the flyer go past. The best locomotives of the railroad were being used in the race against time,

The train beat previous records for sustained speed on railways, both in this country and in Europe, making the run of 4361/2 miles between New-York and East Buffalo in less than seven hours. This achievement puts into the shade the and stay out if he did not want to be arrested. recent performances on the English and Scotch

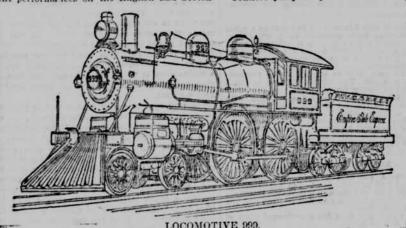
and it attracted unusual interest.

MAN.

HE IS BADLY HURT AND LOSES HIS COAT, SHIELD, CLUB AND REVOLVER, BUT HE MANAGES TO

by a mob of nearly 200 persons in Bryant Park last night. During the fight the n ob stripped the officer of his shield, helmet, coat, club, and revolver. His hand was broken, both eyes badly blackened and he sustained a severe scalp wound. In spite of his condition, Flaherty managed to arrest the two leaders of the mob and get them to the West Thirtieth-st. station.

Conners jumped up and seized the policeman



rallways, and keeps the championship for speed | by the throat. He also struck him a clow under on land in the United States. The train on the New-York Central and Hudson River Railroad made an average speed of sixty-four and onethird miles an hour, after deducting the time in stops at stations, while the English record is sixty-three and one-fourth miles an hour.

The train was composed of four heavy cars, a combination smoking and baggage car weighing kicked him in the back, knocking him down 83,470 pounds, two coaches which weighed respectively 82,140 pounds and 83,700 pounds, and a private car, the Maraquita, weighing 109,000 pounds. The combined weight of the four cars was 358,310 pounds. The train was like that of the Empire State express, except that instead of the drawing-room car used in the regular service there was a private car of the same weight.

THE LOCOMOTIVES.

From New-York to Albany the train was drawn by Locomotive No. 870, the first of the new class | knocking him senseless. of fast locomotives built for the New-York Central at the Schenectady Locomotive Works. It weighs 200,000 pounds. From Albany to Syracuse the train was pulled by No. 999, the famous prize locomotive built from designs by William Buchanan, superintendent of motive power, at the West Albany shops of the railroad company. Its weight is 204,000 pounds. No. 903, which is a counterpart of No. 870, and was also built at Schenectady, was the locomotive which drew the

train from Syracuse to Buffalo. On the train were H. Walter Webb, third viceresident of the Central; W. J. Arkell, Edgar Van Etten, general superintendent; William Buchanan, superintendent of motive power; George H. Daniels, general passenger agent; W. T. Otis, general roadmaster; Angus St. Clair, Editor of general roadmaster; Angus St. Clair, Editor of who said the wound was a slight one. The "The Railroad Engineer"; Professor P. F. Dud-liceman's wounds, however, are more serious.

The train arrived at Albany, according to several dispatches received in this city, fifty-five sec-

onds after 7:54 a. m., and Mr. Daniels telegraphed

from Albany: "Special train which left New-York at 5:40:30 arrived at Albany at 7:54:55, 143 miles in 134 minutes."

From Poughkeepsie to Albany, a distance of seventy miles, the train ran in sixty-two minutes and thirty seconds. While the train was in sight of Rhinecliff it ran two and one-half miles in one minute and fifty-five seconds.

A SHORT-LIVED SUPREMACY. English newspapers have declared lately that o matter what might be the fate of Valkyrie III in her races with the Defender the recent accomplishments of the English railroads showed that they held the championship for speed on land. "The Westminster Gazette" on August 24

published the following:
London to Edinburgh in 8½ hours was seven years ago easily the fastest long-distance railway run in the world. But in the autumn of 1822, the very period, as Lord Salisbury might point out, of the accession of the Liberal Government to power, the pre-eminence of England was undermined; the Empire State Express then began running from New-York to Buffalo, 40 miles, in 8 hours and 40 minutes; that is 40 miles further than London to Edinburgh in only 10 minutes longer time; from 182 to 1826, this "record" has been unchallenged; but the race to Aberdeen, of the last week or two, has altogether changed the position of affairs. Here is the comparison: published the following:

is the comparison:
London to Edinburgh (1888), 400 miles in \$ hours and 30 minutes.
New-York to Buffalo (1892), 440 miles, in \$ hours and 40 minutes. nd 40 minutes. Kings Cross to Dundee (1895), 452 miles, in 8 hours Euston to Perth (1895), 450 miles, in 7 hours and 45

Thus once more, and perhaps forever, has the championship of the world in railway speed been gained by the old country. The trials of speed on the great thoroughfares of Europe and America are of great commercial importance, but it must be remembered that the Empire State Express makes a daily run of 440

miles, from this city to Buffalo, in 520 minutes. ENGLISH TRAINS MUCH LIGHTER. There is another important point to be taken into consideration in comparing the speed of the English racing trains with the Empire State Express: that is the weight and character of the trains. The English trains used in the trials of speed weighed, respectively, 70 tons, 105 tons and

120 tons. The Empire State Express weighs 250

It has been said by English railway officials that there were not sufficient carriages on the English trial trains to carry enough passengers to make the train pay, whereas the Empire State Express is a regular train, with a capacity for 218 passengers. In August, 1888, the Scotch Express on the Lon

don and Northwestern Railway of England, after a series of races between that line and the Great Northern Railway, was run from London to Edinburgh, 400 miles, in 433 minutes, being an average of 55.4 miles per hour, with a train weighing ninety tons, exclusive of the locomotive,

After the series of races referred to, both lines agreed to make a regular schedule of eight and a half hours, or 400 miles in 510 minutes.

On September 14, 1891, the New-York Central and Hudson River Railroad startled the world by running a passenger train from New-York to East Buffalo, 4361/2 miles, in 4251/4 minutes, actual running time, exclusive of stops. Including five stops, the time was 4391/2 minutes.

This train consisted of three cars, with a total weight of 130 tons, exclusive of the locomotive. This experimental run, eclipsing any previous

A CROWD OF 200 MEN ATTACKS A POLICE-

GET TWO PRISONERS TO A NEARBY STATION. Park Policeman John Flaherty was assaulted

The prisoners are Daniel Connors, twenty-three years old, a cook, of No. 29 Carmine-st., and Edward Sallen, a waiter, of No. 32 Suffolk-st. Connors was sleeping on a bench in the park. Fiaherty had ordered him out of the place three or four times during the evening. When he saw him asleep he shook him by the shoulder to awaken him, and told him to get out of the park as follows:

the ear, knocking him down. Flaherty jumped

up and drew his club. Connors grabbed it and

the two men fought for its possession. By this

time a crowd of about fifty park loungers had

gathered around the two men. Flaherty finally

managed to break lose from Connors and was

about to use his club when one of the mob-

Flaherty then called on the bystanders for help.

They only jeered at him, however, and advised

Connors to kill him. Flaherty then called for po-

lice, and tried to use his whistle. This seemed to

incense the mob, which again rushed at him, and

for the third time knocked him down. During

the struggle Flaherty never for an instant let go

his hold on Connors. He finally managed to

strike him one blow over the head with the club,

THE ATTACKING CROWD GROWS.

part of the mob, which by this time numbered

fully two hundred. In the fight which followed

ing and screaming, to the station. Connors had his

head dressed by a New-York Hospital surgeon,

POLICEMAN BADLY HURT.

Three bones in his left hand are fractured, he

his head to the forehead, and he is generally

bruised and shaken up. After being attended by the surgeon, Flaherty said to a reporter: "I am having constant trouble in that park with the loungers there and this is not the first time that I have been assaulted. They set upon me so

suddenly to-night and were so vicious in their as-sault that I did not have time to properly defend

HOLMES INDICTED IN INDIANA.

ACCUSED OF MURDERING HOWARD PITEZEL-HIS

Indianapolis, Sept. 11 (Special).-The final report of

EXTRADITION TO BE SOUGHT.

crowd tore off the policeman's coat and

This was the signal for another attack on the

as follows:

C. Oliver Iselia, Esq.:

Dear Sir-We beg to acknowledge the receipt of your letter of yesterday protesting the Valkyrie. We have given the matter our careful consideration, and we believe that the foul occurred through a miscalculation of the distance between the two yachts at a critical moment.

From our own observation, confirmed by that of others who were in a good position to see all that occurred, we find that the Valkyrie IIL, in contravention of Section Eleven of Racing Rule XVI, bore down upon the Defender and fouled her by the swing of her mainboom, when luffing to straighten her course. We also consider that the Defender left the Valkyrie sufficient room to windward to pass clear of the committee boat.

Your protest is therefore sustained.

S. NICHOLSON KANE, IRVING GRINNELL, CHESTER GRISWOLD, Committee.

in Tuesday's yacht race

THE RULES BEARING ON THE CASE. Rule XVI, of the Yacht Club's racing rules, refers to "right of way," and the section, No. 11, on which the ruling is based, reads as follows: A yacht shall not bear away out of her course as to hinder another in passing to leeward.

PRICE THREE CENTS.

DECISION ON THE PROTEST.

THE AMERICAN HAS TO WIN ONLY ONCE

MORE TO KEEP THE CUP.

THIRD RACE OF THE SERIES TO BE SAILED

TO-DAY-THE REGATTA COMMITTEE'S DECISION

GENERALLY ACCEPTED AS TECHNICALLY

JUST-AN UNAVAILING EFFORT TO BRING

FENDER GETS A NEW TOPMAST.

After a long session, in the course of which &

number of witnesses were examined, the Regatta

Committee of the New-York Yacht Club decided

yesterday to sustain the protest entered by Mr.

Iselin on behalf of the Defender, on account of the

foul claimed to have been made by the Valkyrie

The decision was posted in the Yacht Club at

4:45 p. m. and is in the form of a letter which reads

ABOUT AN AGREEMENT-THE DE-

Section 2 of Rule XVI reads: A yacht free shall keep blear of one close-hauled. The rule covering disqualifications reads:

If a yacht, in consequence of her neglect of any of these rules, shall foul another yacht, or compel another yacht to foul any yacht, mark or obstruction, or to run aground, she shall be disqualified and shall pay all damages.

The Earl of Dunraven was quoted as having "I shall sail this race to-morrow as a sportsman

because I have no occasion to do otherwise. I believe in the ability and honesty of the Regatta Committee of the New-York Yacht Club. I believe that no effort has been made to influence their decision. I believe them to be gentlemen and yachtsmen, and, while I do not care to say anything about the Valkyrie, I yet think that Mr. Watson has also fulfilled his engagement to build for me a boat.

"I do not expect that Mr. Iselin will offer a chance for a resail or anything of that sort. While it is very certain that the America's Cup is lost by reason of the Valkyrle's racing showing, it is not so certain that at some time the cup may not be

carried across the Atlantic. "The appearance of the decision of the New-York Yacht Club Committee did not surprise me. the crowd tore off the policeman's coat and twisted the club from his hand, fracturing the hand. Flaherty drew his revolver, and the crowd scattered. Some one ran up from behind and struck the hand in which he held the pistol a violent blow, knocking the weapon from his hand. It was picked up and carried away.

Three or four policemen arrived at this point, and the mob scattered in all directions. Flaherty then started for the station with his prisoner. On the way there Sallen tried to interfere and get Connors away. Flaherty turned this fellow over to a couple of citizens, who took him, bitting and screaming, to the station. Connors had his I believe that the Defender made a heroic effort on Tuesday. I do not think that the decision of the New-York Yacht Club Regatta Committee is based upon their calm consideration of the mat-

ter in hand. I do not agree with them." Mr. Iselin is reported as having said yesterday concerning the possibility of a resail of the race "I do not know why I should do anything like this. It would not be sportsmanlike for me to give up any advantage which had been officially awarded me under such circumstances. I will

not say a thing for publication." NOT SURE JUST WHAT IT MEANT.

Even after the Iselin letter was posted, the people who lingered about the yacht club were has a bad scalp wound, extending from the top of not wholly satisfied and a number asked: "Does this give the race to the Defender or

the race declared no race?" No member of the committee could be seen but J. V. S. Oddie the secretary of the yachs club, went to the committee room and returned

with the message:

"The Defender wins." "That settles it?" was the exclamation of many as they left the hot hall and sought other places

to discuss the outcome. For a few minutes after the news had been posted telephones in the neighborhood of the clubhouse were at a premium. Everybody wanted to tell somebody else that the race was

the Defender's. A RUN ON THE CLUBHOUSE.

The decision relieved a great strain, for the clubhouse had been besieged all day by members and people who were not members, but were deeply interested in the result of the committee's deliberations. Whatever people may have thought as to giving the race to the English yacht or ordering it to be resailed, almost every one felt that the decision was technically just; that is to say, if the committee found that the Valkyrie interfered with the Defender, they were bound to disqualify the Briton, and no other course was open to them. Most accounts agree that when the boom of the English yacht caught the Defender's starboard topmast shroud she was bearing away out of her course, and thus hindering the Defender from passing to leeward. Both yachts were on the starboard tack at the time, and were making for the line. The Defender was sailing much nearer to the wind than the Valkyrie, which was running free, with the wind about abeam. The Defender had gone to the lee of the Yorktown, and was making good whatever she had lost by that manoeuvre, when the Englishman threw up his tiller and ran straight down to the Defender. Those who were near enough to see said that the men on board the Yankee sloop shouted and gesticulated, but the Englishman either would not or could not keep off. She rounded on the Defender's beam; then for a few seconds the two aspirants for cup honors ran parallel. It was only a few seconds, though, for the stern of the Valkyrie went down and a shackle on the

end of her boom caught the topmast shroud. If these were found by the committee to be substantially the facts of the occurrence, it is generally agreed that no other decision could have

been given. AN EFFORT TO BRING ABOUT AN AGREE

MENT. It was the opinion of many that the race would be declared "off" and that another race over a triangular course would be ordered. It would appear that the committee also thought of that, because an hour or more after the Iselin letter was posted the committee posted the following

To the Members of the New-York Yacht Club:
Your committee beg to state that before arriving at a decision on the Defender's protest the endeavored to bring about a mutual agreement between the respective yachts to resall yesterday race, but each preferred that the Committee should pass judgment on the protest.

S. NICHOLSON KANE, CHESTER GRISWOLD, IRVING GRINNELL,
Regatta Committee.

Regatta Committee

The people who favored this course said that there was a good precedent in the case of the Puritan-Genesta race which took place in September, 1885. At that time the Puritan fouled the English boat and on protest the race was given to the Genesta. At that time Sir Richard

Sutton refused to take the race, But, on the

Continued on Second Page.

the Grand Jury to-day included an indictment against Herman W. Mudgett, alias H. H. Holmes, alias H. M. Howard, for the murder of Howard Pitezel (the bill spells the name in this manner), at Irvington. It is alleged that the murder was com-mitted in this county and State, by administering some drug by and through means unknown to the jury, the kind and nature of the drug being also unknown to the jury. The second count charges that the drug was administered by a hypodermic injection. The third count is general and covers the charge in a blanket way, but the counts each charge murder in the first degree. The indictment is so drawn as to leave no loophole of escape should the case ever be brought to trial here. The prosecution says there is no link lacking in the evidence, with strength sufficient to hang Holmes. This afternoon Mrs. Pitezel and her daughter Dessa went before the Board of County Commissioners, and on the recommendation of Coroner Caster, the Board allowed each of them \$20 for traveiling expenses from Galva, Ill., to this city and return. An effort will be made to have Holmes extradited to this State.

The house in which the murder occurred is again rented, the causes of the smells having been removed. Coroner Castor promised to send the bones to Mrs. Pitezel at Galva to be burled after the trial. charge in a blanket way, but the counts each charge

POCKETS FULL OF VALUABLE PAPERS.

SHARES OF MINING STOCK, DEEDS AND BULLION CERTIFICATES FOUND ON A MAN AR-RESTED ON A THAIN IN NEBRASKA.

Tecumseh, Neb., Sept. 11.-A suspicious-looking man was taken off the night Burlington and Mis-souri train here Monday night. He had two bundles of paper that appeared to have great bundles of paper that appeared to have great value. In the packages were shares of mining stock and deeds to other mining property, gold and sliver bullion certificates from Kountze Brothers, New-York, and from the United States Assay Office, New-York. All these papers are made out to three men—F. H. McNamie, Willis A. Barnes and George Doyle, Besdes these, there are hun-dreds of papers that appear to be valuable. He refused to give his name or to be interviewed. A Tribune reporter called at the office of Kountze

Brothers, bankers, No. 120 Broadway, yesterday afternoon, to secure, if possible, a more complete statement concerning the deeds and silver certifistatement concerning the deeds and silver certificates from that firm alleged to have been found in the possession of the man arrested in Nebraska. H. R. Phillips, the cashier, said: "We know nothing about this report and have received no communications concerning it, save those that have appeared in the newspapers."

An effort was also made to see Willis A. Barnes, one of the three men to whom the papers are said to have been made out. He could not be found yesterday afternoon either at his office, No. 57 Broadway, or at his home, No. 146 West One-hundred-and-third-st.

NO ADVANCE OF WAGES IN FALL RIVER. Fall River, Mass., Sept. 11 .- The Manufacturers' Association voted unanimously this afternoon not o advance the wages of the mill operatives, and a etter to that effect will be sent to the weavers in a

THROWN FROM A CARRIAGE AND KILLED. Manchester, N. H., Sept. 11.-While Calvin L. Magoon was driving with Mr. Howard P. Moore and Miss Carrie Smith yesterday his horse, a colt, ran away, throwing the occupants of the carriage scalnst a stone wall. Magoon was instantly killed, Mrs. Moore had a leg broken and Mrss Smith sus-tained severe bruises. The colt was killed.

PATRONIZE HOME INDUSTRIES Wear Knox hats, made by American working-men. They lead the world.-Advt.